NATIONAL TRANSPORTATION SAFETY BOARD

IN RE:	
THE EL FARO INCIDENT OFF THE COAST OF THE BAHAMAS ON OCTOBER 1, 2015	**NTSB Accident No. DCA16MM001**

INTERVIEW OF: JAMIE D'ADDIECO, SURVEYOR

Saturday,
October 10, 2015

Jacksonville, Florida

BEFORE

TOM ROTH-ROFFY, Investigator-in-charge, NTSB
MIKE KUCHARSKI, NTSB
BRIAN YOUNG, NTSB
JIM FISKER-ANDERSEN, TOTE Services
ERIK GARZA, ESQ., ABS
MIKE MILLAR, ABS
LOUIS O'DONNELL, ABS
[redacted] **U.S. Coast Guard**
KEVIN STITH, TOTE Services
[redacted] **U.S. Coast Guard**

This transcript was produced from audio provided by the National Transportation Safety Board.

P-R-O-C-E-E-D-I-N-G-S

2:30.p.m.

MR. YOUNG: Good afternoon. It's 1430 on Saturday, October 10th. This is Brian Young, the Engineering Group Chairman for the NTSB. We're interviewing ABS Surveyor Jamie D'Addieco.

Before we start, the purpose of this investigation is to increase safety. We're not here to assign fault or liability.

A transcript or summary of this interview will go into the public docket and will be made available to you. You can have one representative of your choice here. As discussed before, the representative may not testify for the Interviewee and your comments and objections should be limited and not grounds for us to ask questions.

Again, my name is Brian Young. I'm an NTSB Investigator. We are here to investigate the El Faro incident. We are in the fact-finding phase of our investigation. The NTSB has no regulatory enforcement powers but we are an independent Federal agency charged with determining the probably cause of marine accidents and promoting transportation safety. We are not part of the Coast Guard. We're not part of the DoT.

The other members in the room are different

parties for the investigation. The Engineering Group party is made up of four individuals myself, Lou representing the ABS, Mike representing the Coast Guard and Jim representing the company of TOTE.

We also have others from different parties here. We have the Nautical Group which is Mike and Captain Stith and Matt from the Coast Guard and Mike from Nautical as well. And our Investigator-in-Charge is Tom back there. He's in charge of the NTSB side of the entire investigation.

Again, we are here to find some facts. If there is anything we ask that you don't understand, please let us know. We'll have it reworded or repeated and if you realize you've misstated or want to modify a previous answer that's fine to do, just let us know.

This interview will be recorded for accuracy so that we don't miss anything you say. So, is that good with you with having it recorded?

MS. D'ADDIECO: Yes.

MR. YOUNG: Good. Okay. We'll officially start. My name is Brian Young and I'm the Group Chairman of the NTSB.

MR. O'DONNELL: Louis O'Donnell, Chief Surveyor, part of the Engineering Group.

[redacted] [redacted] with the Coast

Guard and part of the Operations Group.

[redacted] part of the Engineering Group.

MR. STITH: Kevin Stith with TOTE Services, part of the Operations Group.

MR. KUCHARSKI: Mike Kucharski, NTSB, Group Chairman, Operations.

MR. ROTH-ROFFY: Tom Roth-Roffy, Investigator-in-Charge, NTSB.

MR. MILLAR: Mike Millar, ABS, with the Operations Group.

MR. FISKER-ANDERSEN: Jim Fisker-Andersen, TOTE Services with the Engineering Group.

MR. GARZA: Erik Garza, Associate General Counsel, ABS.

MS. D'ADDIECO: Jamie D'Addieco, ABS.

MR. YOUNG: And if you could for the record, spell your name so we can all insure it's proper in our --

MS. D'ADDIECO: Jamie, J-A-M-I-E. Last name is D'Addieco, D' - A-D-D-I-E-C as in Charlie -O as in Oscar.

APPELLANT USHER: Thank you. Thank you being here today.

If we could just start the interview off

with maybe you can share with us your maritime training, any industry experience you had and how you've become an ABS surveyor and any training you've had as a surveyor.

MS. D'ADDIECO: I graduated from Massachusetts Maritime Academy with a Bachelor of Science in Marine Engineering as well as a Bachelor of Science in Facilities Environmental Engineering. That was in 2007. Joined ABS August of 2007 working in the Ship Engineering Department as a Review Engineer for Piping Systems and Equipment.

Left Engineering and went over to the Survey side in September of 2008 in Tampa. In Tampa we do a lot of repair due to construction. We also have new construction there as well.

Left Tampa in July of 2014 and I started in Jacksonville. Transferred from Tampa to Jacksonville July 2015.

MR. YOUNG: Still within the same group of Survey?

MS. D'ADDIECO: Yes.

MR. YOUNG: Okay. And as an ABS Surveyor what sort of training have you had to back up your current employment?

MS. D'ADDIECO: They sent us through

New Hire Orientation, Phase I training as well a New Hire Orientation, Phase III training. During New Hire Orientation Phase I as a Surveyor they have you go through classes for welding, nondestructive examination and confined space entry.

After that you go back and gain experience in the field. So, you go with other surveyors that will train you to do the surveys that you have been requested to do.

MR. YOUNG: Start going around the room. Any training, experience, questions?

UNIDENTIFIED PERSON: No further questions.

UNIDENTIFIED PERSON: No questions.

UNIDENTIFIED PERSON: No questions.

UNIDENTIFIED PERSON: No questions.

UNIDENTIFIED PERSON: No questions.

UNIDENTIFIED PERSON: No questions.

UNIDENTIFIED PERSON: No questions.

MR. YOUNG: Okay. Now, we're getting into why you're here.

As we understand it you have done a few surveys aboard the El Faro here in Jacksonville. And what I'm going to ask you to do is go through your surveys which are printed out in front of you and maybe go through line for line some of the items you

inspected or surveyed and as you go through we might stop you and ask you for further details if you can remember. But if you give us the date of the survey visit and then just kind of list some of the machinery you surveyed. And are all of these limited to machinery surveys that you performed?

MS. D'ADDIECO: No.

MR. YOUNG: No.

MS. D'ADDIECO: During our repair surveys there was one that was part of an annual hull survey.

MR. YOUNG: Okay. Maybe you can start in chronological, whatever, start with the oldest and work your way.

MS. D'ADDIECO: Okay. The first attendance was January 27th. We were requested to attend for examination of the Number One port and starboard valve change due to the coating condition being poor for the annual hull survey.

MR. YOUNG: And was that in this year 2015?

MS. D'ADDIECO: Yes. These are all this year.

MR. YOUNG: Okay.

MS. D'ADDIECO: So, the internal examination of the two ballast tanks started off with the number one starboard in the forward manhole and worked our way

zig-zagging through the tank to get aft.

The coating condition was still indicated as poor after we examined that tank. They did no -- they didn't do anything to upgrade it at the time.

The port side we started aft and worked our way forward. During the internal examination of the port tank noticed two frames that were detached at the tank ** (3:54:05). And this was frame 50 and 51. The ** (3:54:11) on both the forward and after side of the frame connection to the tank top had fractured leaving it detached. Left them with the outstanding recommendation for repair at the special periodical survey which have a due date of 26 February 2016.

I didn't suggest any temporary repairs at the time since they were on the side shell you had a rat hole where the frame connected to the side shell of the tank top. Going inboard you have a longitudinal seam on the tank top that had a half moon so the fractured welds were located between the two and they were all the way through. So, it couldn't propagate any further.

Also left that tank in poor coating condition.

That's the end of that report.

MR. YOUNG: Any questions on that survey?

[redacted] [redacted] with the Coast Guard.

Was that the purpose that you went there was due to the poor coatings or were you --

MS. D'ADDIECO: So, for annual hull surveys there's certain requirements for examination of valve tanks depending on the coating condition and the age of the vessel. If these are listed in poor condition they get examined every annual hull survey.

[redacted] And what causes them to be listed in poor condition?

MS. D'ADDIECO: When you go through the internal and there's a breakdown in coating, depending on a certain percentage of breakdown coating will determine whether we list it as fair or poor.

[redacted] And so at what point was this one listed -- first listed as poor?

MS. D'ADDIECO: I'm not going to have that on hand.

[redacted] But it would have been kind of a continuous thing so it causes additional frequency in inspection?

MS. D'ADDIECO: Yes. So, whenever it gets identified, even if it gets identified as fair, depending on the age of the vessel we'll examine it.

So, I think that's a little over 15 years old.

[redacted] Okay.

MS. D'ADDIECO: If it's a fair coating it can go back in those tanks. If the coating condition gets downgraded to poor we go into those tanks regardless of the age of the vessel every annual survey.

[redacted] Okay. And you said you didn't require it to be recoated. What would cause you to --

MS. D'ADDIECO: We cannot -- we cannot tell a client to recoat the ballast tanks.

[redacted] Okay.

MS. D'ADDIECO: That's at their discretion.

[redacted] Got you.

MS. D'ADDIECO: We can only go in and report what we see. So, if we see something that's downgraded for the coating and we downgrade it to what we think it should be at the time.

[redacted] I see.

MS. D'ADDIECO: They cannot improve the coating condition unless they do some sort of blasting and recoating. They have to do that to a recognized standard.

[redacted] Okay. Thank you.

MS. D'ADDIECO: No problem.

[redacted] So, [redacted] with the U.S. Coast

Guard.

Now, the coating condition and the plate condition are two separate things?

MS. D'ADDIECO: Say that again.

[redacted] Their coating condition --

MS. D'ADDIECO: Yes.

[redacted] -- that's being rated as 4 and the plate condition,the steel condition, are two separate things?

MS. D'ADDIECO: Yes.

[redacted] Okay. So, what was the condition of the steel in those, do you recall? Were they wasting a lot? Was it in good condition? Fair condition? What would you -- what was your observation inside the ballast tank?

MS. D'ADDIECO: I didn't call for any gaging on the internal structure or on the shelf rating. Nothing in there to me indicated that it should be gaged. I didn't see anything for pitting, for corrosion that would have made me believe that it was -- that it needed to be gaged at the time.

So, going through the tank I didn't see anything that would require gaging. I mean, if that answers your question.

[redacted] Yes, it does. Absolutely.

So, the cracks in the frame were they in the frames or in the side shelving of the weld?

MS. D'ADDIECO: The weld was actually fractured.

[redacted] The weld that attaches the --

MS. D'ADDIECO: Yes. A fillet weld that attaches the frame to the tank top. And those were both fractured on the aft side as well as the forward side.

[redacted] That's the ** (3:58:16) had no cracks in it.

MS. D'ADDIECO: No, just the fillet weld.

[redacted] Thank you very much.

MS. D'ADDIECO: No problem.

UNIDENTIFIED PERSON: No questions.

MR. KUCHARSKI: Mike Kucharski.

Was this tank part of the 20 percent continuous survey type thing or how does that work?

MS. D'ADDIECO: No. No matter the continuous salt survey if the coating condition -- the coating condition determines whether we look at that tank every annual.

Now, continuous hull is completely separate. If it was at the same time that they were required to do a continuous hull would not credit that tank

regardless because they got to do a repair on that. But coating conditions determine whether we look at the tank every year at the annual hull survey.

MR. KUCHARSKI: And what is that tank? Do you walk all the tanks -- all the ballast tanks?

MS. D'ADDIECO: The ones that are indicated as poor or fair depending on the age of the vessel.

MR. KUCHARSKI: Thank you.

MR. ROTH-ROFFY: Tom Roth-Roffy, NTSB.

Do you know how many of these ship ballast tanks were repaired or classified as either poor or fair?

MS. D'ADDIECO: I'd have to look at the status -- the survey status to determine that. But they are listed in the survey status for the condition of the ballast tank.

MR. ROTH-ROFFY: Regarding the steel condition you said there is criteria for rating that condition. Can you describe in more detail what the ABS criteria is for rating of --

MS. D'ADDIECO: We wouldn't rate the steel. When we're doing our visual examination of the structure if anything to us seems suspect then we can ask it to be gaged but going through the south tank I didn't see anything that needed gaged at the time.

MR. ROTH-ROFFY: What is your criteria for making that determination?

MS. D'ADDIECO: Visual examination.

MR. ROTH-ROFFY: Fifty percent deterioration?

MS. D'ADDIECO: If I notice any signs of pitting, corrosion, accelerated corrosion, depending on boundaries as well, if they're Tiheated (phonetic) boundaries obviously you're going to have more corrosion in the ballast tank but going through these spaces you're looking at any breakdown in coating you're going to look for --

MR. ROTH-ROFFY: Take your time.

MS. D'ADDIECO: I didn't see any pitting. I didn't see any corrosion. I didn't see my grooving at the time. If I see stuff like that then I'll go forward.

MR. ROTH-ROFFY: Zero percent corrosion?

MS. D'ADDIECO: I wouldn't say zero percent corrosion.

MR. ROTH-ROFFY: I'm just trying to see what is the criteria for, you know, depth of pits, extent of corrosion or, I mean, you just looked at it and it's your own personal subjective opinion of a condition of a structure?

MS. D'ADDIECO: I'd have to say yes. I mean,

I'm the one that is visually examining ballast tank. In my opinion going through the ballast tanks I didn't see a need to -- I didn't see a need to gage them. I didn't see --

MR. ROTH-ROFFY: So, another ABS surveyor would come behind you, would he have a different opinion of the condition of the steel?

MS. D'ADDIECO: Every surveyor will have a different opinion of the steel.

MR. ROTH-ROFFY: Perhaps ask for clarification from one of the managers there.

MR. O'DONNELL: Louis O'Donnell, ABS.

Tom, to answer your question are you specifically requesting like what wastage allowances we have?

MR. ROTH-ROFFY: Whatever are the subjective criteria. I'm sorry to interrupt you, go ahead.

MR. O'DONNELL: Like wastage allowances we'd be looking for or criteria to engage the surveyor to request gagings or thickness measurements?

MR. ROTH-ROFFY: Exactly.

MR. O'DONNELL: Okay. Jamie did hit on a lot of the criteria. If we saw things like grooving at weld connections between let's say the toe of the weld and the end of the piece of plate, heavy accelerated

corrosion. Corrosion maybe, you know, big chunks of scale falling off, things like that. A deep pitting, then that wouldbe -- that would trigger, you know, -- would trigger the process to requesting thickness measurements, possible gaging pits, you know. Is it localized? Is it all over the tank? It is it one small area, the size of the pits? It's very -- it's a very loaded question to answer depending on seeing the actual visual condition of the piece of structure in front of you. And, you know, if you have it in a very small area or whether it's spread out over the titania, almost going back like looking at coatings.

So, for example, take the wallpaper on this wall. If we had one little spot the size of a dime where the wallpaper was off or like this peel over here, I'd look at this tank and say, this coating is still in good condition. However, if it was coming off in big sheets and there was a lot of bleeding and rusting we could go from good, to fair to poor very quickly. And we do have criteria which we could spend hours discussing here and the surveyors are trained for visual indicators and they have this reference material available to them to make those gradings of steel condition, coating condition and that's part of their required training they go through before they get

certified for those survey hypothesis.

MR. ROTH-ROFFY: Okay. I'm going to accept that answer. Thank you.

MR. MILLAR: Mike Millar, ABS.

Maybe a point of clarification. We don't actually have a grading system for the steel. We do not. There is no grading system for the steel, only for coating. We have limits on what we are permitted to accept that's either it's wasted or it's substantial corrosion or it's -- there's material above those minimums.

Brian, it's your show.

MR. ROTH-ROFFY: I appreciate the clarification. Thank you.

UNIDENTIFIED PERSON: Follow up question to ** (4:04:38).

When would gaging be required in these ballast tanks, if ever?

MS. D'ADDIECO: Special survey.

UNIDENTIFIED PERSON: Okay. So, it's a special survey you gage the tank and engage the vessel? And you would have had that report available to you to know if there were any areas of concern or that would have been addressed in a special survey?

MS. D'ADDIECO: Yes.

UNIDENTIFIED PERSON: Of the thickness of the steel that's already been predeterined. Thank you.

MR. FISKER-ANDERSEN: Jim Fisker-Andersen from TOTE. Just a technical point to add the proper fresh water that was in that tank is that your understanding ** (4:05:21)?

MS. D'ADDIECO: ** (4:05:23).

MR. FISKER-ANDERSEN: Yes, I believe that's the case.

UNIDENTIFIED PERSON: Buffered fresh water?

MR. FISKER-ANDERSEN: Silt. Stop corrosion.

MR. O'DONNELL: Louis O'Donnell from ABS.

Just for clarification, Jim, buffered or treated fresh water?

MR. FISKER-ANDERSEN: Treated fresh water.

MR. O'DONNELL: Thank you.

MR. YOUNG: Okay. Anyone else with questions on that survey of the tank?

[redacted] [redacted] with the Coast Guard. Just a quick one.

You mentioned two frames detached. Can you maybe describe what's normal on the vessel, what's acceptable as far as -- is that a common thing that you see on vessels? And when would it lead you to be concerned?

MS. D'ADDIECO: If the fracture was in the frame and it didn't -- if the fracture was in the frame, if it was any water tight, water type boundaries I would be concerned. They would have done temporary if it was in the frame, if it had the risk of propagating. Anything like that we would made temporary repairs at the time.

Repeat the question one more time.

[redacted] I don't remember.

MS. D'ADDIECO: I'm sorry.

[redacted] Is it common to see or what would cause you concern?

MS. D'ADDIECO: We can see the detached frames. We can see fractures in frames. We've seen fractures in bulkheads due to misalignment. With the age of the vessel, I didn't think it was misalignment. It was just the frame connection to the tank top. There's nothing that went into the tank top that would lead me to believe that there was another issue with it.

[redacted] It didn't cause you concern to see where --

MS. D'ADDIECO: No, no.

[redacted] Okay.

MS. D'ADDIECO: If it did I probably would

have made repairs at the time.

MR. O'DONNELL: Excuse me, Louis O'Donnell, ABS.

Just to correct the record. Sea worthiness is not a terminology that surveyors are allowed to use. We don't use that word.

[redacted] Okay.

MR. O'DONNELL: It either meets in the intended class or it does not. That's one of the things they're taught from day one that that's not a word we use.

MR. O'DONNELL: Okay.

MR. YOUNG: Brian Young with the NTSB.

Do you know what's above this tank which -- was there another tank above it or a cargo deck or --

MS. D'ADDIECO: There's a cargo area above it. There might be a wing tank. I can't remember.

MR. YOUNG: Okay. Any other questions on this survey? I think we can move along to the next one unless you have anything else to add.

MS. D'ADDIECO: No. All right.

The next one was an attendance on March 10th, 2015.

MR. YOUNG: And what was the purpose of this survey?

MS. D'ADDIECO: The vessel's chief engineer reported that they had overshooting of the rudder by three to four degrees in both directions. This was the starboard steering gear pump. While in follow up mode the rudder was overshooting its target by three to four degrees in both directions.

They had made repairs. The feedback unit was serviced at the time and found with a faulty potentiometer. The potentiometer was replaced to it's original steering and was calibrated by a service technician. It was operationally tested and considered satisfactory at this time.

MR. YOUNG: All right. And you witnessed the operation?

MS. D'ADDIECO: Witnessed the operation of the steering, both pumps, as well as at each location so we did the emergency steering. We get up on the bridge. Any location that they're able to have steering from they were tested.

MR. YOUNG: And if you can recall did you see any problems with the system whatsoever or did it seem to be operating normally?

MS. D'ADDIECO: At the time of the survey the system was satisfactory.

MR. YOUNG: Thank you.

UNIDENTIFIED PERSON: No further questions.

UNIDENTIFIED PERSON: No questions.

MR. YOUNG: Okay.

MS. D'ADDIECO: The next one was 14th of April 2015. And this was the overhead in the ** (4:10:04) space was found with holes and wastage on the forward side of the stairs. They did a deck insert near the boatman's door's hatch, utilizing an insert of 30 inches by 15 inches by 5/16 inch thick plate. The repair was examined and considered satisfactory. The repair was carried out in accordance with approved welding ** (4:10:26) welders and approved consumer rules.

MR. YOUNG: This is Brian Young with the NTSB.

How would this issue have been brought to your attention?

MS. D'ADDIECO: The vessel's post engineer had contacted indicating that they had holes and wastage in this area and that they were going to make repairs. We intended to lay out the -- agree on the dimensions of the insert and then they had hired one of the local companies to do the repairs. And that was 30 by 17 by 5/16.

MR. YOUNG: And that was the overhead of the

forth peak tank --

MS. D'ADDIECO: No, the four peak base in way of the boatman's door patch.

MR. YOUNG: And do you recall what deck that was on?

MS. D'ADDIECO: No, but if you have a drawing I can probably point it out.

MR. YOUNG: Okay. Thank you. That's all I got.

UNIDENTIFIED PERSON: No further questions.

[redacted] [redacted] with the Coast Guard with a very minor one. When you would have met to agree on the size of the repair that was at a prior time, not this inspection or was it all done --

MS. D'ADDIECO: It was at this inspection.

[redacted] So, you agree on it, they repair it and then the inspector returns. All that happened.

MS. D'ADDIECO: Inspected the set up and then they go back and they look at the permanent repairs, the final -- take a visual examination of the logs that they're done and make I'm satisfied with the way they look.

[redacted] Thank you.

UNIDENTIFIED PERSON: No questions.

UNIDENTIFIED PERSON: No questions.

UNIDENTIFIED PERSON: No questions.

MR. YOUNG: One last question. Brian Young. Were there any tests done on this for --

MS. D'ADDIECO: No, and this is a conversation that I had with the port engineer at the same time because we were trying to determine if we were going to do testing on it and it was not the tight deck. So, it was not -- we didn't do any touching on it because it was not tight.

MR. YOUNG: Any other questions about that repair? Thank you.

MS. D'ADDIECO: The next one was 8 September 2015. And this was a repair on the boiler.

I am missing something.

There was a port boiler, the economizer had leaking tubes. We were contacted about the repair to go out and witness the repair and test it. So, as reported by the port engineer seen economized tubes in the port boiler were leaking. The seven tubes were refit to remove a complete path of the leaking tubes so we took out one path of the economizer and connected it over. And it was examined and tested and considered satisfactory. The repairs were carried out in accordance with approved welding procedures and

approved consumables.

MR. YOUNG: Do you know who actually did the repairs?

MS. D'ADDIECO: It was reported to be Tax Machine Repair. Jacksonville Machine Repair.

MR. YOUNG: And would it be J-A-C-K'-S or --

MS. D'ADDIECO: Jacksonville.

MR. FISKER-ANDERSEN: Jacksonville Machine Repair, I apologize. Jim Fisker-Andersen.

MR. YOUNG: And the welders that performed it they obviously are ABS certified. Are there any special certifications to work on the boiler? Any certain welding procedures required?

MS. D'ADDIECO: Not that I know of.

MR. YOUNG: How was the -- how were these repairs tested?

MS. D'ADDIECO: They were tested under steam. They were tested at 800 psi steam.

MR. YOUNG: And you witnessed these tests?

MS. D'ADDIECO: Yes.

MR. YOUNG: Okay. Go around the room?

UNIDENTIFIED PERSON: No further questions.

UNIDENTIFIED PERSON: No questions.

UNIDENTIFIED PERSON: No questions.

UNIDENTIFIED PERSON: No questions.

UNIDENTIFIED PERSON: No questions.

MR. ROTH-ROFFY: Tom Roth-Roffy of the NTSB. You said they were tested under steam.

MS. D'ADDIECO: Yes. The repairs were done prior to our attendance. The repairs were done two weeks before our attendance. The vessel had transited with the repair to Puerto Rico and back. When they got back they contacted us to examine the repairs that were done and tested. Since the vessel was under steam at the time we tested it to 800 psi.

MR. ROTH-ROFFY: So, did you back flow steam through the economizer to do that? How did you -- I'm not understanding how you test that under steam. Are you saying under steaming, operational test?

MR. ROTH-ROFFY:

MS. D'ADDIECO: It was an operational test.

MR. ROTH-ROFFY: Okay. So, it's water in the tubes, is that correct? Economizer?

MS. D'ADDIECO: Should be, right?

UNIDENTIFIED PERSON: It's supposed to be water.

MS. D'ADDIECO: Water.

MR. ROTH-ROFFY: And what's the acceptance criteria for the number of passes that can be ** (4:16:19) in a steam boiler ** (4:16:21)?

MS. D'ADDIECO: I do not know that right now.
MR. ROTH-ROFFY: At the time when you approved the repair did you know that?
MS. D'ADDIECO: No.
MR. ROTH-ROFFY: And was it unusual for them to make several trips with an unapproved repair?
MS. D'ADDIECO: No.
MR. ROTH-ROFFY: Typical?
MS. D'ADDIECO: Well, no, not typical. I mean, we get called out when they're doing the repair. I don't know it wasn't -- we weren't contacted before. And I wouldn't -- the job was assigned to me by the surveyor in charge and when he contacted me the repairs were already done.
When I've been requested to attend a vessel we would agree on the repairs prior to them conducting them which in the deck insert they did that.
MR. ROTH-ROFFY: Okay. So, they had already identified a failure and gotten approval for the repair a certain way and you were just coming back to --
MS. D'ADDIECO: I would not know if they had gotten approval.
MR. ROTH-ROFFY: Do you know that was the case?
MS. D'ADDIECO: I was only told to attend and

witness the repair.

MR. ROTH-ROFFY: Okay. Thank you. That's all I have.

MR. YOUNG: This is Brian Young with the NTSB. Do you know where the repairs were carried out, whether it was Puerto Rico, Jacksonville or at sea?

MS. D'ADDIECO: I do not where the repairs were carried out.

MR. YOUNG: And I have never tested a boiler for economizer tubes after repairs. But what are some of the things you would look for to tell if these repairs are properly executed or have failed? How would you know that these repairs were effective?

MS. D'ADDIECO: Looking at the visual examination of the welds for any discontinuity in the welds. In addition for the testing that we did there was no leaking coming from the welds.

MR. YOUNG: Where were you able to see the welds?

MS. D'ADDIECO: So, I got on board and I met the chief engineer at the gangway. We went down through the house, one level and went up through the top part of the engine room between the boiler. They had removed the panel on the boiler right where these repairs were done. They were able to take the panels

off. And then they all had a pressure gage right there at the same place and we looked at multiple pressure gages. They didn't have a calibration on this one. They told me that it had just come out of the box. So, I decided to take a look at other pressure gages to verify the pressure. The other pressure we went down towards the control board and witnessed them there and then we went back up the same way and left the ship the same way.

MR. YOUNG: Any other questions on this boiler economizer tube repair test?

Was that the last time you were on the ship or went further?

MS. D'ADDIECO: That was the last time I was on board.

MR. YOUNG: While you were aboard the ship you obviously interacted with the chief engineer. Did you sense any concern or any problems or were there any discussions of any other issues about the power plant or any concern the chief had about the status of the engine?

MS. D'ADDIECO: No.

MR. YOUNG: While you were aboard the ship did you notice anything out of the ordinary if anything was not operating properly or any machinery that wasn't

up to par?

MS. D'ADDIECO: The time in the engine room was just from the hatch by the -- on top of the boiler to the control board in the back the same way.

MR. YOUNG: Okay.

MS. D'ADDIECO: I wasn't able to take a look around the engine room thorough. That wasn't part of our survey at the time. We were only approached to look at the repairs. They did not indicate any issues with machinery at the time.

MR. YOUNG: Okay. Anybody else?

UNIDENTIFIED PERSON: Just general questions or--

MR. YOUNG: yes, just on any last impressions of the ship on the 8th of September and then we'll open it up for the last round.

Okay. And then just for a follow up on -- were there any further surveys or visits to the ship that we haven't discussed?

MS. D'ADDIECO: There were not any others. There were further surveys or that we did not discuss. I did not bring up those that I had reissued certain certificates.

MR. YOUNG: Okay.

MS. D'ADDIECO: Just for normal housekeeping.

For ABS we go on board and we look at the (4:21:27) but the certificates all were there. If we're up on the bridge and I believe it was during the steering certificates that needed to be corrected.

MR. YOUNG: Okay.

MS. D'ADDIECO: And there was one other comment that i closed out which was for the access. They had two of them listed. For the vessel to go with an access based on the new IMO regulations that were coming into effect. And I closed one of those out because it wasn't applicable successful based on the gross tonnage.

MR. YOUNG: And we'll start with just general questions. In your dealing with the crew and the engine department on this ship did you feel that the crew was competent and well trained and able to handle the machinery properly? Did you have any issues with any of the engineers that you dealt with?

MS. D'ADDIECO: I only dealt with the chief engineer.

MR. YOUNG: Okay.

MS. D'ADDIECO: He didn't indicate any -- he didn't indicate any issues and I didn't -- he seemed confident in the system.

MR. YOUNG: Okay. And were there ever any

complaints about the status of his ship or what he thought his --

MS. D'ADDIECO: No complaints brought to my attention while I was on board on any attendance.

MR. YOUNG: All right. Thank you.

MR. YOUNG: Lou?

MR. O'DONNELL: No further questions?

MR. MILLAR: Mike Millar. Just a general observation of the crew on the ship and the ** (4:22:46). In all your visits and you spent a lot of time on the ship interacting with the crew ** (4:22:57) the safety culture of the ship and the crew were specific?

MS. D'ADDIECO: While on board the crew didn't indicate anything to be concerned about. They didn't bring up any sort of issues that they had. And while I was on board I mean I can only really comment on the survey at the time what I looked at. I didn't see -- obviously, they showed me the reports. I didn't see anything that needed to dealt with that I would class or statutory requirement.

MR. MILLAR: Thank you.

UNIDENTIFIED PERSON: No questions.

MR. ROTH-ROFFY: Tom Roth-Roffy, NTSB. I'd like to go back to that other survey item that you

discussed, in particular, the exits.

MS. D'ADDIECO: Yes.

MR. ROTH-ROFFY: Could you give me more detail about what that was and how you closed it out?

MS. D'ADDIECO: So, the survey status for the vessel indicated two additional requirements for statutory for exits. They were identical. The only thing that was different between the two comments was the gross tonnage and implementation date to have an access on board. So, while closing this out it was not up on the bridge. But because they had duplicate comments I closed the one that was not applicable based on the gross tonnage.

MR. ROTH-ROFFY: It had an incorrect prototype?

MS. D'ADDIECO: Our system indicated both. So, if you look at the status there is still an active comment on there which makes reference to the correct gross tonnage. Does that make sense?

MR. ROTH-ROFFY: Yes. So, there's a current requirement --

MS. D'ADDIECO: There's a current additional requirement still tied to the vessel for installation of an active or gross tonnage. I believe it's between 20,000 gross tons and 50,000 gross tons.

MR. ROTH-ROFFY: And do you have a date on that?

MS. D'ADDIECO: I'd have to look at the status to give you the date. It's an IMO requirement too. It's not a date that we can just make up. It's --

MR. ROTH-ROFFY: I understand. Okay. Thank you. Nothing further.

MR. YOUNG: Anything, [redacted]

MR. MILLAR: No, sir.

MR. YOUNG: Jim?

MR. FISKER-ANDERSEN: No.

MR. YOUNG: Brian Young with the NTSB. One last question on my part.

Have you ever sailed or worked on a steam ship in your cadet or officer career?

MS. D'ADDIECO: Yes. The training ship at Massachusetts Maritime Academy used to be known as the TS Enterprises, now the Kennedy. I had to do three sea terms on that.

MR. YOUNG: All steam?

MS. D'ADDIECO: All steam. And one sea term I did with Calmaritime (phonetic) on the Golden Bear which was diesel.

MR. YOUNG: Thank you. Anybody else?

MS. D'ADDIECO: I should add that I also had training for commercial boilers for the Facilities Environmental Engineering Degree.

MR. YOUNG: And who was that through?

MS. D'ADDIECO: Mass Maritime.

MR. YOUNG: Mass Maritime. Okay.

Anybody else? Okay.

And we always close out our interviews with is there any additional information you have for us, especially with this incident that we're investigating, if you had anything to add or if you had any questions for us?

MS. D'ADDIECO: I have nothing to add and no questions.

MR. YOUNG: Okay.

MS. D'ADDIECO: No questions for you.

MR. YOUNG: Okay. You have our card and please if you can, if you hear anything just let us know because we're very interested to get to the bottom of this.

So, the time is now 1510 and that will conclude the interview and stop the recording.

Thank you again for your time.

(Whereupon, the above-entitled matter went off the record at 3:10 p.m.)

C E R T I F I C A T E

MATTER: El Faro Incident
Accident No. DCA16MM001
Interview of Jaime D'Addieco
Jacksonville, FL

DATE: 10-10-15

I hereby certify that the attached transcription of page 1 to 42 inclusive are to the best of my professional ability a true, accurate, and complete record of the above referenced proceedings as contained on the provided audio recording; further that I am neither counsel for, nor related to, nor employed by any of the parties to this action in which this proceeding has taken place; and further that I am not financially nor otherwise interested in the outcome of the action.

[redacted]

TABLE OF CORRECTIONS TO TRANSCRIPT OF INTERVIEW FOR

~~###~~ JAMIE D'ADDIECO

TAKEN ON

10-OCT-2015

PAGE NUMBER	LINE NUMBER	CURRENT WORDING	CORRECTED WORDING
33	1	exits	ECDIS
33	7	exits	ECDIS
33	10	access	ECDIS
33	24	active or	ECDIS for
8	8	* *	top
8	9	* *	welds
~~#~~	~~##~~	———	———
22	5	* *	forepeak
22	12	* *	procedures, certified welders, and approved consumables

If, to the best of your knowledge, no corrections are needed kindly circle the statement "no corrections needed" and initial in the space provided.

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Initials

JAMIE D'ADDIECO
Printed Name of Person providing the above information

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9-NOV-2015
Date

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JAMIE D'ADDIECO

TAKEN ON

10-OCT-2015

PAGE NUMBER	LINE NUMBER	CURRENT WORDING	CORRECTED WORDING
7	16	valve	ballast
7	17	change	tank
8	16	of	and
9	6	valve	~~ballast~~ BALLAST
11	16	gaging	gausing
11	19	~~gaging~~ geged	gauged
11	21	gaged	gauged
11	23	gaging	gauging
11	17	shelf valving	side shell
12	20	salt	hull

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PAGE NUMBER	LINE NUMBER	CURRENT WORDING	CORRECTED WORDING
13	24	gaged	gauged
13	24	South	ballast
13	25	gaged	gauged
14	7	tiheated	heated
14	14	my	any
15	3	gaged	gauged
15	20	gagings	gaugings
16	5	gaging	gauging
17	17	gaging	gauging
17	21	gage	gauge

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10-OCT-2015

PAGE NUMBER	LINE NUMBER	CURRENT WORDING	CORRECTED WORDING
22	8	boatman's doors	bosun's deck
23	2	fow peak base	forpeak space
23	3	boatman's door patch	bosun's deck hatch
23	21	logs	welds
24	9	touching	testing
24	21	path	pass
24	22	path	pass
30	4	in	and
31	7	access	ECDIS
31	9	access	ECDIS

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PAGE NUMBER	LINE NUMBER	CURRENT WORDING	CORRECTED WORDING
22	18	post	port
23 24	19	economized	economizer
25	4	Tax	Jax

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